
**TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**February 22, 2011
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF THE MEETING OF THE TRANSPORTATION CONFORMITY WORKING GROUP. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Meeting of the Transportation Conformity Working Group was held at the SCAG office in Los Angeles.

In Attendance:

Abrishami, Lori
Shavit, Avital

LACMTA
LACMTA

SCAG

Gutierrez, Pablo
Luo, Rongsheng
Mann, Betty
Nadler, Jonathan
Sangkapichai, Mana
Sherwood, Arnie

Via Teleconference:

Alvarez, Grace
Brady, Mike
Cacatian, Ben
Cassmassi, Joe
Kratovil, Aimee
De Salvio, Alan
Drummonds, Eyvonne
Gallo, Ilene
Kuo, Ryan
O'Connor, Karina
Poe, Lisa
Tax, Wienke
Walecka, Carla
Yoon, Andrew

RCTC
Caltrans Headquarters
VCAPCD
SCAQMD
FHWA
MDAQMD
SCAQMD
Caltrans, District 11
SCAG
EPA, Region 9
SANBAG
EPA, Region 9
Transportation Corridor Agencies
Caltrans, District 7

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1.0 CALL TO ORDER

Lori Abrishami, LACMTA, called the meeting to order at 10:05 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no comments.

3.0 CONSENT CALENDAR

3.1 TCWG January 25, 2011 Meeting Minutes

The minutes were approved with the following two revisions.

- Under Item 4.5 EPA's Proposed Rule: Reasonable Further Progress Requirements for the 1997 8-Hour Ozone National Ambient Air Quality Standard, the phrase "RFP emission budgets" was changed to "Early Progress Plan (EPP) emission budgets."
- Ilene Gallo, Caltrans District 11, was removed from the teleconference participant list.

4.0 INFORMATION ITEMS

4.1 FTIP Update

Pablo Gutierrez, SCAG, reported the following:

- 2011 FTIP Amendment #3 and Administrative Modification #4 were submitted to Caltrans on February 17. Administrative Modification #4 received Caltrans' approval on February 18.
- County Transportation Commissions are currently working on Amendment #6 due to SCAG by March 8.

4.2 RTP Update

Ryan Kuo, SCAG, reported the following:

- SCAG staff continues to hold planning sessions in various subregions to gather data on Transportation Demand Management (TDM) and land use strategies to inform development of the 2012 RTP. SCAG staff had completed planning sessions outside LA County last week and will start planning sessions for subregions within LA County next week with the exception of Gateway Cities. Gateway Cities are developing their own Sustainable Communities Strategy (SCS).

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- SCAG staff is continuing to develop the framework of RTP scenarios/alternatives and performance measures and plans to get input and feedbacks from subregion coordinators, Plans & Programs Technical Advisory Committee and other stakeholders.
- The web-based RTP application was expected to be launched by the end of February or early March. The application will allow CTCs to input project information for 2012 RTP via a web site.

4.3 Update re. EPA's Proposed Rules and the United States Court of Appeals for the Ninth Circuit Ruling re. South Coast 2003 Ozone SIP

Jonathan Nadler, SCAG, reported the following:

- Proposed PM2.5 SIP Partial Disapproval
 - EPA proposed partial disapproval of the 2007 South Coast PM2.5 SIP in November 2010.
 - In December 2010, ARB took action on two rules that were identified in the EPA proposal (the In-use Truck and Bus Regulation and the In-use Off-road Equipment Regulation).
 - SCAQMD will bring forward its PM2.5 SIP revision and update to its Board in March 2011. The SIP revision will be combined with ARB's information and forward to EPA for the Mid-course Review in April 2011.
- Proposed RFP Requirements
 - EPA is revising an early interpretation of the current rule and proposing that a state may not take credit from emission reductions outside a nonattainment area to meet the RFP obligation.
 - This proposal would impact Coachella Valley, West Mojave Desert and Ventura County non-attainment areas.
 - The implication of the proposed rule on these areas is still unclear; however, SCAG's transportation conformity emission analyses for 8-hour Ozone utilized the emission budgets provided by air districts that were developed under the original interpretation.
- U.S. Court of Appeals Ruling re. 2003 Ozone SIP
 - A case had been filed against EPA by the Association of Irrigated Residents, et al. The primary issue is the Court's ruling that TCMs in the 2003 Ozone SIP for the South Coast should by themselves offset emission increase associated with Vehicle Miles Traveled.
 - The Court also found that EPA failed to order California to submit a revised air quality attainment plan for the 1-hour Ozone standard.
 - It is noted this case is based on the 1997 1-hour Ozone standard that no longer exists.

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- Natural Resources Defense Council (NRDC), et al., vs. EPA
 - NRDC et al is challenging the adequacy determination of motor vehicle emission budgets in 2007 South Coast PM2.5 SIP which SCAG utilized for the RTP.
 - The Court held oral arguments on November 4 and most recently ordered all parties to submit briefs to determine whether the U.S. Courts of Appeals Ruling re. 2003 Ozone SIP has any impacts on this case.

Mr. Nadler further stated that none of the items has a resolution at this point, but reiterated that SCAG is looking for timely resolution as they all have potential implications for demonstrating conformity for the RTP.

4.4 EPA Update

Karina O'Connor, EPA, reported the following:

- EPA will set up a two- or three-day course in California for the Quantitative PM Hot-Spot Guidance. More details would be announced at the Statewide Conformity Working Group Meeting.
- The Federal Register Notice for AP-42 was published on February 4 and the one-year grace period will end on Feb 4, 2013.

In response to a question, Ms. O'Connor, stated that EPA had asked the Court to allow EPA to finalize the new Ozone standard by July 2011.

4.5 ARB Update

None.

4.6 Air Districts Update

Alan De Salvio, MDAQMD, reported the following:

- A portion of the MDAQMD jurisdiction failed to meet the 1-hour Ozone standard in 2007 and thus is subject to the provisions of CAA Section 185.
- On January 5, 2010, EPA published a final rule finding that California had failed to submit the Section 185 Fee Program SIPs. The EPA action triggered an 18 month SIP sanction clock for Mojave Desert and Antelope Valley.
- The MDAQMD adopted a backstop rule for Section 185 for Antelope Valley earlier this month and also planned to adopt another backstop rule for Mojave Desert on February 28. The backstop rules are designed to suspend sanction clock which originally would go off in June or July.

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- MDAQMD is in negotiation with the State to put in place a resolution to use the AB2756 fund to meet the requirement (similar to a recent SCAQMD action to address the same requirement). The resolution is expected to be brought to the MDAQMD Board in April.

In respond to a question, Mr. De Salvio stated that the exact amount of AB2756 funding that will be used to address this requirement had yet to be determined. Mr. De Salvio did not anticipate any dramatic offset requirement in either MDAQMD or Antelope Valley.

5.0 INFORMATION SHARING

- Mike Brady, Caltrans Headquarters, announced that the next Statewide Conformity Working Group Meeting would be held on March 10, from 9am-12pm, and FHWA would hold a two-day Introduction to Transportation Conformity training course in Carson City, Nevada on March 1 and 2.
- Arnie Sherwood, SCAG, announced that he will teach a one-day Air Quality Conformity for California class in Richmond, California, on May 18.

6.0 ADJOURNMENT

The meeting was adjourned at 10:40 a.m.

The next Transportation Conformity Working Group meeting will be held on March 22, 2011 at the SCAG office in Los Angeles.